



## Airworthiness Directive

**AD No.:** 2026-0051

**Issued:** 12 March 2026

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I Part M.A.303, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

### Design Approval Holder's Name:

VULCANAIR S.p.A.

### Type/Model designation(s):

Vulcanair P.68 aeroplanes

**Effective Date:** 26 March 2026

**TCDS Number(s):** EASA.A.385

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 28 – Fuel – Quantity Indicating Placard – Modification ATA - Aircraft Flight Manual – Amendment

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### Manufacturer(s):

Vulcanair S.p.A. (Vulcanair), formerly Partenavia Costruzioni Aeronautiche S.p.A.

### Applicability:

P.68 "Victor" and P.68B "Victor" aeroplanes, serial numbers 1 to 182 inclusive.

### Definitions:

For the purpose of this AD, the following definitions apply:

**The SB:** Vulcanair Service Bulletin (SB) 265.

**Affected fuel level indicators:** Fuel level indicators having Part Number (P/N) NOR7.361-1, P/N NOR7.1037-2, P/N NOR7.361-3 or P/N NOR7.1037-3.

**New quantity and warning placards:** Minimum fuel quantity placard having P/N R.0633-007 and maneuvering warning placard having P/N R.0633-008.



**Groups:**

Group 1 aeroplanes are those having 2 main wing tanks (total fuel capacity 410 litres) or 2 main wing tanks and 2 auxiliary wing tanks (total fuel capacity 580 litres), which have not embodied Vulcanair SB 133.

Group 2 aeroplanes are those having 2 main wing tanks (total fuel capacity 410 litres) or 2 main wing tanks and 2 auxiliary wing tanks (total fuel capacity 580 litres), which have embodied Vulcanair SB 133.

Group 3 aeroplanes are those which are not Group 1 and are not Group 2.

**Reason:**

An occurrence has been reported on a P.68 aeroplane of uncommanded in-flight engine shutdown.

The investigation identified that, in each fuel tank, the fuel quantity was low, but above the unusable fuel quantity. The investigation further concluded that probable fuel starvation occurred on one engine.

This condition, if not corrected, could lead to engine power loss or engine shutdown in flight, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, Vulcanair issued the SB, as defined in this AD, to establish the minimum fuel level quantity for flight operation by means of new fuel level indicator placards and/or new quantity and warning placards, as applicable.

For the reason described above, this AD requires modification of the affected fuel level indicators.

**Required Action(s) and Compliance Time(s):**

Required as indicated by this AD, unless the actions required by this AD have been already accomplished:

**Corrective Action(s):**

- (1) For Group 1 aeroplanes: Within 2 months after the effective date of this AD, modify each affected fuel level indicator in accordance with the instructions of the SB.
- (2) For Group 2 aeroplanes: Within 2 months after the effective date of this AD, calibrate the fuel level indicator in accordance with the instructions of the SB.
- (3) For Group 3 aeroplanes: Within 2 months after the effective date of this AD, contact Vulcanair for approved instructions and accomplish those instructions accordingly.
- (4) For Group 1 and Group 2 aeroplanes: Before next flight after the modification as required by paragraph (1) of this AD, or after the calibration as required by paragraph (2) of this AD, as applicable, install the new quantity and warning placards in accordance with the instructions of the SB.

**AFM Update:**

- (5) For Group 1 and Group 2 aeroplanes: Concurrently with the placard installation as required by paragraph (4) of this AD, update the Aircraft Flight Manual (AFM) in accordance with the



instructions of the SB, inform all flight crews, and thereafter, operate the aeroplane accordingly.

**Part(s) Installation:**

- (6) For Group 1 aeroplanes: After the modification of an aeroplane as required by paragraph (1) of this AD, it is allowed to install an affected fuel level indicator, as defined on this AD, on that aeroplane, provided that the fuel indicator has been modified in accordance with the instructions of the SB.
- (7) For Group 2 aeroplanes: From the effective date of this AD, it is allowed to install a fuel level indicator on an aeroplane provided that it has been calibrated in accordance with the instructions of the SB, or that, before next flight after installation, it is calibrated in accordance with the instructions of the SB.
- (8) For Group 2 aeroplanes: From the effective date of this AD, it is allowed to calibrate the fuel level indicator provided that the calibration is accomplished in accordance with the instructions of the SB.

**Additional Maintenance Requirements(s):**

- (9) For Group 1 aeroplanes: From the effective date of this AD, it is allowed to modify an aeroplane in accordance with the instructions of Vulcanair SB 133 provided that, before next flight after that modification, the fuel level indicator is calibrated in accordance with the instructions of the SB.

**Ref. Publications:**

Vulcanair S.p.A. SB 265 original issue dated 08 January 2026.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

**Remarks:**

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 09 February 2026 as PAD 26-027 for consultation until 09 March 2026. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be



installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

5. For any question concerning the technical content of the requirements in this AD, please contact: Vulcanair S.p.A. Airworthiness Office, Telephone +39 081 5918276 E-mail: [airworthiness@vulcanair.com](mailto:airworthiness@vulcanair.com).

